

ARMY AND NAVY CHRONICLE.

Edited and Published by B. Homans, at \$5 a year, payable in advance.

VOL. X.—No. 1.] WASHINGTON, THURSDAY, JANUARY 2, 1840. [WHOLE No. 261.

Congressional Documents.

REPORT FROM THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
November 30, 1839.

SIR: In the performance of a duty annually devolving on this Department, I have the honor to submit the following report:

The squadron now employed in the Mediterranean comprises the Ohio ship of the line, the frigate Brandywine, and the sloop of war Cyane—the whole commanded by Commodore Isaac Hull. No interruption to our commerce has occurred in that sea since my last report: and by the answers of the respective consuls of the United States, resident at the principal ports, to the queries of our commanders, copies of which have been received at the Department, it appears that no obstacle is thrown in its way by the authorities of any nation on its borders.

At the date of my last annual report, the force in the Pacific, under Commodore Ballard, consisted of a ship of the line, two sloops of war, and two schooners. The ship of the line and one of the schooners have returned to the United States; the other schooner is now on her way; the two sloops of war have been ordered home, the period of their cruise having expired, and may be expected early in the spring.

To supply the place of the force thus withdrawn, a frigate of the first class, under Commodore Claxton, who succeeds Commodore Ballard, sailed from New York in May last, with instructions to land our Minister, Mr. Ellis, at Vera Cruz, and thence proceed with all diligence to her destination. She has been followed by a sloop of war and a schooner, and the squadron now consists of a frigate, a sloop of war, and a schooner, all of which, it is presumed, are now on the station. By the latest accounts, affairs in that quarter continued in a state of great confusion and uncertainty. Revolutions of rulers rather than principles still agitate these regions so favored by nature, and the commerce of neutrals continues to require the protection of a competent naval force.

Commodore Claxton has been directed to employ one of his vessels in cruising within the gulf of California, and along the northwest coast of America, and if circumstances will permit, to despatch another to visit the Sandwich and Friendly islands, with a view to afford countenance and protection to vessels of the United States employed in the whale fisheries.

The squadron on the Brazilian station, under Commodore Nicolson, comprises a razee and a sloop of war; the brig Dolphin having been ordered home for repairs, and to convey to the United States the seamen whose term of service had expired, or was about to expire. The frigate United States, under Commodore Ridgely, appointed to succeed Commodore Nicolson, is fitting out for the purpose, of relieving that officer, and is now on the eve of sailing.

The sloop Marion has preceded the United States, and the brig Enterprise is also destined for that station. The squadron will consist of a frigate, a sloop of war, and a brig, and will be increased as occasion requires.

Internal dissensions still agitate the states bordering on the river La Plata, apparently with increasing violence; the novel system of a war of blockade, so vexatious to neutral commerce, continues to be prosecuted by France, and the necessity for a naval force in that quarter is increased rather than diminished.

The squadron operating in the gulf of Mexico and the West Indies, was reinforced by two sloops of war and the whole placed under Commodore Wm. B.

Shubrick, appointed to succeed Commodore Dallas, who retired from the command. The misunderstanding at that time existing between Mexico and France having since been adjusted, and the latter having relinquished the blockade of the ports of the former, two sloops of war and a schooner, which were ordered to the north for repairs, have not been replaced by others.

The schooner, after undergoing the necessary repairs, was employed on special service. She has since returned, and is now destined for a cruise on the coast of Africa.

Subsequently to the withdrawal of these vessels from the West India station, a third-sloop of war, requiring extensive repairs, was ordered to the North, and has arrived at Norfolk. The squadron now comprises a frigate and four sloops of war, which may be increased, should circumstances indicate the propriety of such a measure.

The force employed in the Indian and China seas consists of the frigate Columbia, and corvette John Adams, under Commodore Read, who arrived at Macao the 28th of April last, and continued there, by the last accounts, at the earnest solicitations of the American consul and citizens resident at Canton, who considered themselves in a somewhat critical position, in consequence of the decisive measures taken by the Chinese Government for the suppression of the illicit trade in opium carried on by English residents at that place. These apprehensions were, however, subsiding, and it is presumed that Commodore Read has long since proceeded in fulfilling his general instructions.

While at Columbo, having received information that a daring act of piracy, accompanied by the murder of two American citizens, had been recently committed by the inhabitants of Muckie, in the island of Sumatra, Commodore Read, acting under his general instructions, promptly, proceeded to the scene of outrage. Here having vainly sought redress by the restoration of the plundered property and the surrender of the murderers, he inflicted a severe and merited chastisement on the barbarians.

The South Sea Exploring Expedition left the island of Madeira on the 28th of September, 1838, and arrived at Rio Janeiro on the 23d of November following. After replenishing his stores, and refreshing his crews, Lieutenant Wilkes then proceeded, in the execution of his instructions, to survey the mouth of Rio Negro and its neighboring coasts. Thence he proceeded to Terra-del Fuego, where, leaving a portion of the squadron and scientific corps to prosecute their researches, he stretched into the Southern ocean, between the 105 degree west longitude on the western coast of Palmer's land; returning, he joined the vessel left at Terra del Fuego, and arrived at Valparaiso on the 15th of May, 1839. During the passage, the squadron separated in a severe gale, and did not join company till the 25th of March.

A portion of the squadron penetrated to the 70th degree of South latitude, where it encountered vast masses of ice, and narrowly escaped being frozen up. Lieutenant Wilkes became satisfied that, owing to the lateness of the season, it was impossible to make any further progress, and the undertaking was relinquished with the intention of resuming it at a more favorable time of the year.

The expedition, with the exception of the Sea Gull, which separated in a gale, arrived at Valparaiso on the 15th of May last; left that port for Callao the 6th of June, and sailed thence for the Sandwich islands, since which time no despatches have been received from the commanding officer.

u1
A6

Thus far the expedition has not been without benefit to commerce, having ascertained beyond all reasonable doubt, that various shoals and obstructions laid down in charts have no existence.

The officers, whether employed in professional duties or scientific pursuits, are stated by Lieutenant Wilkes to be ardent and indefatigable in their exertions; and there is reason to believe, that if no new discoveries are made of unknown lands or islands, it will be because none exist in that region of the globe.

The steam frigate *Fulton* has been employed during the past season under Captain Perry, who is charged with their superintendence, in prosecuting various experiments with Paixhan guns, a circumstantial report of which is daily expected. There is little reason to doubt that the results will be highly interesting and important.

The surveys directed by acts of Congress have been prosecuted to the extent of the means placed at the disposal of the Department. Under the act of the 3d of March 1837, the United States schooner *Experiment*, and steamer *Engineer*, loaned by the War Department, have been employed under the direction of Lieutenant Glynn in surveying the harbors of Beaufort and Wilmington, North Carolina. These surveys have been completed, and will be laid before Congress at the present session.

The United States brig *Consort* is now fitting out under Lieutenant Glynn for the purpose of completing other surveys, directed by the same act, which were relinquished, in consequence of the sickness of his officers. It is confidently anticipated that the whole will be completed and a report made to Congress previous to its adjournment.

In compliance with the provisions of the second section of the act making appropriations for the naval service of the year 1839, two steam frigates have been commenced, one at New York, the other at Philadelphia. The engines and boilers have been contracted for, and are now in progress. These two vessels will be built on the same model, one to be propelled by vertical, the other by engines on an inclined plane of the same power, with a view to test their respective advantages and disadvantages, there being a great diversity of opinion on this question among practical engineers. The third steam frigate authorized by the act aforesaid, has not yet been put on the stocks, it being in contemplation to adopt a model presented by a distinguished officer of the navy to be propelled by a different description of machinery.

By your direction, the schooner *Grampus*, under Lieut. Paine, sailed from Norfolk in September last, for the coast of Newfoundland, with instructions to inquire into the nature and causes of the seizure and condemnation of certain American vessels engaged in the fisheries. Lieut. Paine has returned, after performing this duty in a satisfactory manner, and reported the result of his cruise.

The frequent and increasing violations of the laws for the suppression of the slave trade on the coast of Africa, by vessels owned by foreigners, but prostituting the flag of the United States to their nefarious purposes, induced you to direct that two fast sailing vessels of the smaller class, should be fitted out, for the purpose of arresting these violations of our laws and of the rights of the people of Africa. One will probably have sailed before this report is received, and the other is only waiting the completion of some necessary repairs to follow with all practicable despatch.

Navy pension fund.—The number of invalid pensioners is 456, and the sum annually required to pay them is \$38,844 74. The number of widow pensioners is 330, and the annual amount of their pensions is \$62,064. The number of minor children pensioners is 115, and the amount of their pensions is \$14,314, making an aggregate of 901 pensioners, and \$110,122 74.

The amount of stocks to the credit of the Navy pension fund, 1st of Oct., 1838, was \$390,832 25

On the 1st of October, 1839,

251,139 00

Difference,

\$137,693 25

Which sum was applied to the payment of pensions granted by acts of Congress, and accounts reported by the Fourth Auditor and Second Comptroller.

About \$55,000 will be required to pay pensions which will become due the 1st of January, 1840, and to meet arrearages as they may be reported.

The whole amount of the fund having heretofore been invested in bank, State and corporation stocks, which are now greatly depreciated, the sum above stated cannot probably be realized by the sale of less than \$80,000 or \$90,000 of stocks. In the hope that they may in some degree recover from this state of depression, and unwilling to make so great a sacrifice, I would suggest that the subject be brought to the early attention of Congress.

On the 3d of March, 1837, the capital of the navy pension fund was \$1,115,329 53; and previously to the act of Congress of that date "for the more equitable administration of the navy pension fund," the annual interest and dividends were sufficient to defray all the expenditures. Under this act the navy pension fund has decreased with increasing celerity, a large portion of the pensions granted in conformity with its provisions involving arrearages commencing many years anterior to its passage.

The pensions to invalids now on the list are for life, and not during the continuance of disability, as was the case before the passage of the act of the 14th of July, 1832; those of widows until they shall marry or die; and those of children until they attain the age of twenty-one. It is therefore certain that at the end of two years, at farthest, the navy pension fund will be exhausted. Under the existing laws there is not the least prospect of any decrease in the number of pensioners or the amount of their pensions; and, consequently, Congress will be called upon to redeem the pledge contained in the ninth section of the act of 23d April, 1800, to make good any deficiency in the navy pension fund arising out of its own legislation.

The first section of the act of 3d March, 1837, provides that pensions to widows or children shall be paid from the date of the demise of the husbands or fathers. The only condition is, that the demise shall have happened in the naval service. No distinction whatever is made in regard to the cause or manner of death, or the period of service of the deceased; all are placed on the same footing, and all alike partake of the national bounty.

Arrearages of pensions for more than thirty-seven years, in one instance involving the payment of more than \$20,000, have been paid under this section, which has mainly caused the rapid diminution of a fund originally constituted for the sole purpose of providing for officers and seamen only, disabled in the naval service.

A claim has been presented on account of an individual who died in 1800, about a month after his entry into the service, and if allowed, a large sum will be required to pay it. But not being certain that this first section was intended to authorize such profuse expenditure of the navy pension fund, I have suspended the payment, and now refer the claim for the decision of Congress.

The second section of the same act provides that "pensions which may have been granted, or which shall hereafter be granted to officers, seamen, and marines, in the naval service, disabled by wounds or injuries received in the line of their duty, shall commence from the time when they were disabled."

It has been found impossible to discriminate, with any degree of accuracy, in cases occurring at such remote periods, as to the precise time at which the disability commenced; and the date of the wound or injury has necessarily been assumed, as that of the

commencement of the pension, although, in many cases, there were strong circumstances indicating that the disability did not occur until long afterward. It may also be remarked that under this section of the act of 3d of March, 1837, in connection with the 8th section of the act of 23d April, 1800, persons wounded, or otherwise injured, thirty or thirty-five years ago, may receive pensions, commencing from the time when the injuries were sustained, although they have remained in the service ever since, in the enjoyment of full pay, and must continue to do so until Congress shall otherwise direct.

Under the liberal construction given to the navy pension laws of the United States, it has been heretofore assumed that full pensions and full pay may be allowed at one and the same time, to the same persons; and sometimes it has not been considered necessary, or even discretionary, in executing these laws, to exclude persons afflicted with diseases and infirmities, to which mankind are subjected in every situation, and under all circumstances of life. It is all times difficult to discriminate between disabilities occasioned by hereditary or constitutional predisposition to disease, and those that are the direct and immediate consequence of the peculiar exposures incidental to the naval service.

A similar difficulty occurs in cases of disabilities, occasioned or aggravated by habits of intemperance and dissipation. Yet all these seem equally comprehended in the various provisions of the pension laws; and no matter what may have been the term of service, whether years, months, or days, all claim a share of the navy pension fund during life, under a liberal construction of the statutes. It is true that these laws declare that the proof must be satisfactory to the head of the Department. Yet, what may satisfy one man, may not operate in like manner on another differently constituted; and hence has arisen much diversity of practice under the administration of different persons.

Accompanying this report is a document exhibiting a statement and analysis of the various public acts of Congress, in relation to navy pensions and the navy pension fund. The multiplication of these laws, and the various constructions placed upon them at different times, seem to indicate the propriety of adopting a less complicated system. I would also take the occasion to state, that whatever disposition may be made of the subject, it has become necessary to relieve the head of the Department from the labor and responsibility of this portion of his duties.

Almost every application for a pension involves the necessity of a close and critical examination of testimony, together with reference to various laws, and the time required to do this as it ought to be done, materially interferes with other and indispensable avocations.

The act of 3d of March, 1837, on which I have thought it my duty to offer these remarks, has been the principal source of the decline of the navy pension fund. Under its operation, that fund has sunk, in little more than two years, from \$1,115,329 53, to \$253,139; and, as I have before stated, about \$55,000 will be required to meet demands, which will become due on the 1st of January, 1840.

I again take occasion to invite your attention to the appropriation for a dry dock at New York.

The sum of \$100,000, assigned in the year 1835 to that object, having, with the exception of a small amount for surveys, been no part of it expended, in consequence of difficulties in the selection of a site, has reverted to the Treasury. I earnestly recommend its reappropriation.

The discovery of a new and more capacious entrance into the harbor by Lieutenant Gedney, which, if ever known, had been long since forgotten, has removed the only plausible objection hitherto urged against the expediency of a measure which appears to be recommended by so many considerations.

The central position of this port, the facilities resulting from its two entrances and outlets, at a great distance from each other, and the ample means the city affords for repairing, manning, and supplying vessels of war, all point it out as a station deserving peculiar attention. As an additional reason, it is proper to state that two ships of the line are now lying at the navy yard in a state of rapid decay, which cannot be repaired without going into dock, and cannot be removed without almost a certainty of total loss. A very few years will place them beyond the reach of recovery, and they must be either broken up, or sink where they now are.

I deem it proper, also, to bring to your notice an abuse of great importance to the interests of the service. Numerous instances occur of the enlistment of minors; and it is obviously impossible to discriminate between those who are, and those who are not, of legal age.

After receiving the advance of pay, and becoming, perhaps, indebted to the purser in addition, they apply to a lawyer or magistrate, procure a *habeas corpus*, and obtain their release without any legal obligation to pay the debt thus contracted. The instructions to recruiting officers authorize them to cause an oath to be administered in cases of doubt; but it has been decided that its violation does not subject the offender to legal punishment. Cases analagous to these frequently occur in the enlistment of apprentices authorized by act of Congress. They are occasionally presented by persons claiming to be their parents or guardians, and received accordingly. After remaining until they are sufficiently educated, and capable of being useful to their real parents, the latter come forward, prove the whole case a fraud, procure a *habeas corpus*, and release the apprentice after he has been maintained and educated at the public expense.

I would, therefore, respectfully recommend the passage of a law authorizing recruiting officers to cause an oath to be administered to persons offering for enlistment, in cases where their majority is doubted, and, in every case, to parents or guardians presenting boys as apprentices to the navy, the violation of which should be declared a perjury, and subject the offender to legal prosecution and punishment.

Should this system of apprenticeship be carried to the extent of which it is susceptible, I look forward to it as a source of great and lasting benefit to the navy. There is every reasonable prospect of its becoming a nursery for the supply of petty officers, one of the most important constituents in the service, nor can I doubt that it may be made the means of supplying a large number of capable, intelligent seamen, more strongly attached to their country by the benefits she has conferred on them.

The result, thus far, has been highly encouraging. A spirit of excitement and emulation prevails among these boys; their conduct, with rare exceptions, is correct and exemplary; examples of profligacy and cases of desertion seldom occur; commanders of vessels of war are, without exception, anxious to have at least one-tenth of their crews composed of them; and the reports from receiving ships give uniform testimony to their general deportment, their habits of order and industry, and their capacity for the acquisition of those branches of learning, and that practical knowledge of their profession, which fit them for future usefulness.

I have endeavored to call the attention of magistrates, parents, and guardians, to the means afforded by this system, of providing for that large class of unfortunate children which has become so numerous, most especially in our large cities, and which is without the means or the prospect of a comfortable maintenance, or of acquiring even the rudiments of education. If, instead of permitting them to live in idleness, exposed to every temptation, and plunging prematurely into every vice, they were apprenticed to their country, they would receive such an education

as befits their station, and acquire those habits of sobriety, honesty, order, and industry, which would go far to render those who are so apt to become the bane of society, efficient supporters of the honor and interests of their country.

Under the act of Congress which directed a revision and extension of the rules and regulations of the service, approved 19th May, 1832, a board of naval officers was convened by the Department, and their proceedings communicated to Congress. No action, however, was taken by that body, in consequence, and as by the provisions of the law, those regulations were not to be carried into effect until they had received its sanction, they have remained ever since a dead letter, never having been promulgated.

Believing, however, that a revision of the old regulations, with a view to their adaptation to laws subsequently passed, and for the purpose of taking advantage of the results of experience, would conduce to the good of the service, the Department has directed the Board of Navy Commissioners, under the authority of the act by which it was constituted, to attend to that duty. The board is now engaged in its performance, at such intervals of leisure as the multiplicity of its other labors will permit. This revised system will probably be laid before Congress before the expiration of their present session, and it is believed that, with some modification of the law "for the better government of the navy," passed in the year 1800, the whole will form a system, which, if administered with a firm, steady, temperate perseverance, will, so far as its influence extends, sustain the Navy of the United States on that eminence which it has attained in the estimation of all nations.

I feel confident, however, that the only sure and effectual means of maintaining the character and discipline of the service, is to keep in commission as many vessels, and employ as many officers in active duties, as is compatible with the resources of the country. This, after all, is the vital principle of professional excellence, and it is on this I rely as the only solid basis for a naval establishment, not formidable from the number of ships in ordinary or on the stocks, but for its experience, its discipline, and habits of hardy endurance.

For this reason no diminution of the force in commission has been contemplated in the estimates herewith presented. All the retrenchments will be found in other branches of expenditure, and the current service of the ensuing year has been left untouched and undiminished.

The estimates of the Board of Navy Commissioners, for the naval service of 1840, have been made with every regard to economy deemed compatible with the great interests of the country. Whenever variations occur between the present estimates and the preceding ones, short explanatory notes are appended, giving the reasons for the change.

I take this occasion respectfully to recommend the passage of a law, for bringing under one general head all the special acts which authorize the building or rebuilding of particular vessels, as well as those relating to their repairs. A bill for this purpose was reported during the last session of Congress, and is presumed to have failed to become a law in consequence of inability to reach it in time. I conceive it will be highly advantageous to the service by placing materials for building, repairing, and equipping vessels generally, at the disposal of the Department for all such purposes, at the precise period they are wanted, and before they deteriorate by time and exposure.

Another advantage would be, greatly simplifying accounts at all the naval stations by disbursing officers, and at the Treasury.

These, and other minor results of convenience and economy, in my opinion, all unite in recommending the measure.

Should the further sum of \$340,000 be transferred from the appropriation for the gradual improvement

of the navy, towards completing the two steamers as proposed in the estimates, the remainder of that appropriation, amounting to \$410,000, which would become available in 1840, by the existing laws, will not, in all probability, be necessary, as the balance on hand will be sufficient to meet all expenditures under that head for the ensuing year. That portion of the appropriation may, therefore, it is believed, be postponed until 1841, without injury to the service, should it be thought expedient, provided the whole amount of transfers is eventually returned.

It will be perceived that the Board of Navy Commissioners has again submitted an estimate for additional clerks, which are daily becoming more indispensable to the prompt discharge of the public business committed to its superintendence. The multiplication of records, the labor of investigating past transactions, so often necessary to refer to, and which increases with the lapse of time, combined with the progressive expansion of the country, and growth of the navy, all call for additional labor and additional means for its performance. The plan for a reorganization of the Department, prepared in pursuance of a resolution adopted at the last session of Congress, contemplates such addition to the number of clerks, as is deemed essential to carry it into operation, should it be adopted, and will render any further action on this point unnecessary.

Believing that the creation of a higher grade of rank than is now recognized in the navy, will be advantageous to the service, for reasons which have been too often presented to require repetition, I again offer the subject to your consideration.

Respectfully submitted,

J. K. PAULDING.

To the PRESIDENT of the United States.

NAVY COMMISSIONERS' OFFICE,
November 25, 1839.

SIR: The Board of Navy Commissioners have the honor to transmit, herewith, the estimates for the support of the naval service during the year 1840.

The force proposed for employment at sea is arranged in conformity with your instructions, and the estimates for the other objects of expenditure have, in compliance with your directions, been kept as low as, in the opinion of the Board of Navy Commissioners, could be done without serious injury to the public interests.

The *special* estimates which are submitted embrace the amount supposed to be necessary to meet the expense of completing the two armed steamers which have been commenced, and for completing the number of small vessels of war which was authorized by the appropriation for the navy for 1837.

The sums asked for the hospitals are to meet the expense of such of the objects proposed by the respective commandants as appeared to be indispensable or very desirable.

Short explanatory notes are appended to the detailed estimates, to show the causes which may have varied their amounts from the appropriations for 1839, which it is presumed will be satisfactory to those whose duty it may be to examine and decide upon them.

The Board of Navy Commissioners trust it may not be considered an impropriety on their part, to request your influence in endeavoring to procure the passage of a law to bring under one general head all the special acts which authorize the building or rebuilding of particular vessels, and those which relate to their repair and support. A bill for this purpose was reported during the last session of Congress, and is believed to have failed to become a law only in consequence of inability to reach it in time. The advantage to the service generally, by allowing the use of materials when in their best state, and the great simplification of accounts at all the yards, by disbursing officers, and at the Treasury, will, it is hoped, be deemed sufficient to justify this reference to the subject.

The reappropriation of the sum which was originally appropriated for commencing a dry dock in the harbor of New York and subsequently transferred to the surplus fund, has been submitted from a conviction of its general importance as connected with future naval operations, and from the absolute necessity for such a dock to give proper repairs to the Washington and Franklin ships of the line, and to other large ships which may be obliged to repair at that port, with due regard to economy and their efficiency.

The Board again submit an estimate for additional clerks in their office, the duties of which have greatly increased and are still increasing; the present number, as the past year's experience, and present pressure of business, abundantly prove, is wholly insufficient to enable the Board to perform their duties with the promptitude which the public interests require; the Board would, therefore, respectfully state, that additional clerks are indispensably necessary to enable them to furnish the information essential to the proper performance of the duties of the department.

I have the honor to be, with great respect, sir, your obedient servant,

I. CHAUNCEY.

Hon. JAS. K. PAULDING, *Secretary of the Navy.*

The following statement of ships in commission, and the stations on which they are cruising is among the documents accompanying the report of the Secretary of the Navy.

MEDITERRANEAN—Commodore Isaac Hull, Commander.—Ship of the line Ohio, flag-ship, Captain Joseph Smith; frigate Brandywine, Captain William C. Bolton; sloop Cyane, Com'r. W. K. Latimer.

PACIFIC—Commodore Alexander Claxton, Commander.—Frigate Constitution, flag-ship, Capt. Daniel Turner; sloops Lexington, Captain John H. Clack; Falmouth, Capt. Isaac McKeever; St. Louis, Com'r French Forrest; schooner Boxer, Lt. Com'dg W. C. Nicholson; Shark, Lt. Com'dg A. Bigelow.

COAST OF BRAZIL—Commodore J. B. Nicolson, Commander.—Razee Independence, flag-ship, Commodore J. B. Nicolson; sloop Fairfield, Com'r Chas. Boardman.

WEST INDIES—Commodore W. B. Shubrick, Commander.—Frigate Macedonian, Capt. Beverly Kennon; sloops Ontario, Com'r J. D. Williamson; Erie, Com'r William V. Taylor; Levant, Joseph Smoot; Warren, Com'r Wm. A. Spencer.

EAST INDIES—Commodore Geo. C. Read, Commander.—Frigate Columbia, Commodore G. C. Read; Corvette John Adams, Com'r Thomas W. Wyman.

EXPLORING EXPEDITION—Lieut. Com'dg Charles Wilkes.—Sloops Vincennes, Lieut. Com'dg Charles Wilkes; Peacock, Lt. Com'dg W. L. Hudson; store-ship Relief, Lt. Com'dg A. K. Long; brig Porpoise, Lt. Com'dg C. Ringgold.

SPECIAL SERVICE—Schooner Grampus, Lieutenant Com'dg John S. Paine.

ATLANTIC COAST—Steam ship Fulton, Capt. M. C. Perry.

NAVY DEPARTMENT.

Report of the Secretary of the Navy, of a plan for the reorganization of the Navy Department.

House of Representatives, December 31, 1839. Referred to the Committee on Naval Affairs.

NAVY DEPARTMENT, December 30, 1839.

SIR: In compliance with a resolution of the House of Representatives of the United States, passed the 19th of February, 1839, directing the Secretary of the Navy to "report to this House at the commencement of the next Congress a plan for the reorganization of this branch of the public service, adopting as the basis of his plan the division of the duties now performed by the Board of Navy Commissioners, and their assignment to separate bureaux," I have the honor to submit the following outlines of a system based on the principle presented in the resolution.

Before, however, entering on the details, it may

not be without its uses to present a concise sketch of the motives and proceedings which led to the present organization.

Immediately on the conclusion of the late war with England, the subject of a reform in the administration of the Department occupied the attention of Congress. Although the events of that war exhibited such ample and decisive evidence of perfection in the model, construction, and equipment of our vessels, as well as the valor, skill, and discipline with which these admirable qualities were directed to the protection of our commerce and the acquisition of national glory, still an opinion prevailed, more especially among the most judicious and experienced officers of the Navy, that various and extensive reforms might be introduced with great advantage to the service as well as benefit to the country.

The Representatives of the States and of the People shared in this impression, and on the 18th of March, 1814, the Senate of the United States passed a resolution directing the Secretary of the Navy "to devise and digest a system for the better organization of the Department of the Navy of the United States." On the 15th of November following, the Secretary accordingly presented a report, accompanied by a bill contemplating, among other things, the establishment of a board of inspectors or commissioners, with powers so various, extensive, and independent, as in a great measure to supersede the most important functions and prerogatives of the head of the Department. The ground assumed as the basis of this division of Executive power, as stated by the Secretary of the Navy, was, "that the duties enjoined, or which necessarily devolved on that officer, particularly during a period of active and diversified hostility, are beyond the powers of any individual to discharge to the best advantage, cannot be doubted; though, by great labor and assiduity, with adequate professional qualifications, he may possibly perform the general and most essential branches of duty with tolerable success."

The report then proceeds to state, "that our Navy is not excelled in any thing which constitutes efficiency, perfect equipment, and general good qualities, will be admitted. The same energy, skill, vigilance, and intrepidity which distinguished the commercial navigators of the United States, characterize the officers and seamen of the Navy. The same superiority of construction which gave to its commercial marine that celerity and security for which it is distinguished, may be seen in the American Navy, which is truly indigenous and distinguished from any other. The independent character of the nation is manifestly seen in the genius of the Navy. The classes of our ships, their form, construction, ornament, and equipment, have been tested by experience, and found to have been happily adapted to circumstances, compelling the enemy to employ ships of the line against frigates, or to construct a new class of ships. Their efficiency and perfection have extorted the praise of the enemy."

It would seem that a system which produced such results could not have been radically defective, either in its general principles or in their practical application. Still it was undoubtedly wanting in various parts of its internal administration, and these defects were briefly and comprehensively summed up in a report of the Naval Committee of the House of Representatives, of which the Hon. William Reed was chairman, and to which was referred a resolution directing an inquiry "whether any, and, if any, what means of retrenchment, economy, and of reform in the general management, and of extension and efficiency in the naval establishment, may be practicable and expedient."

The defects supposed to exist, and proposed to be remedied, were:

"First. The excessive and laborious duties of the Secretary.

"*Second.* The want of sufficient checks upon, and the consequent irresponsibility of, subordinate agents.

"*Third.* The great latitude allowed commanders of vessels in altering, repairing, and furnishing their ships.

It will thus be seen that, with the exception of the first, all the defects which the committee could discover in the organization of the Navy Department consisted in the absence of a proper system of checks and responsibilities in the disbursement of the public moneys, and in the great latitude allowed to commanders in altering, repairing, and furnishing their ships.

To remedy these, and to relieve the Secretary of the Navy from the performance of those various and discordant duties which from a want of technical and professional knowledge it was scarcely possible he could adequately perform, or which, from their extent and variety, no one individual was able to accomplish, a Board of Navy Commissioners was established, such as exists at this time.

The act creating this board confers on it "the power to adopt such rules and regulations for the government of their meetings as they may judge expedient;" attaches them to the office of the Secretary of the Navy, under whose superintendence they shall discharge all the ministerial duties of said office relative to the procurement of naval stores and materials, and the construction, armament, equipment, and employment of vessels of war, as well as all other matters connected with the naval establishment of the United States. They are also authorized, by and with the consent of the Secretary of the Navy, "to prepare such rules and regulations as shall be necessary for securing a uniformity in the several classes of vessels and their equipment; and for repairing and refitting them; and for securing responsibility in the subordinate officers and agents; which regulations, when approved by the President of the United States, shall be respected and obeyed until altered and revoked by the same authority, and the said rules and regulations, thus prepared and approved, shall be laid before Congress at their next session. It shall also be the duty of said board, upon the requisition of the Secretary of the Navy, to furnish all the estimates of expenditure which the several branches of the service may require, and such other information and statements as he may deem necessary." And in the last section it is provided "that nothing in this act shall be construed to take from the Secretary of the Navy his control and direction of the naval forces of the United States, as now by law possessed.

In the commencement of the performance of its ministerial duties, difficulties arose between the head of the Department and the Board of Commissioners as to the boundaries of their respective rights and duties. Practice, experience, and reflection have, however, long since settled these conflicting claims, and it is believed that no serious collision has since occurred to disturb that harmony of action so essential to the well-being of the service. No principle is settled, no decision involving a principle adopted or carried into effect, without the sanction of the Secretary of the Navy. The ministerial duties connected with the construction and equipment of vessels of war, the procurement of supplies, and the superintendence of navy yards, have been assigned to the Board of Navy Commissioners. The responsibility of the board, in its action on these, is complete. But although the journal of its proceedings distinctly shows which of the members assented to or dissented from any decision on a particular subject, the resolution calling for a plan for a reorganization of the Department seems to consider this evidence of responsibility insufficient, and to require a system which shall place each member more distinctly before the public in his individual capacity. For this purpose, a classification and distribution of the duties of the Department is obviously necessary.

The duties of the Secretary of the Navy naturally

arrange themselves under two distinct heads. The first comprises those connected with the more general and comprehensive interests of the state. Among these may be classed recommendations for increasing and distributing the force to be commissioned as the exigencies of the case may seem to require, and the direction, employment, and discipline of all persons belonging to the Navy. Under the other head, may be arranged every thing connected with the construction, equipment, and maintenance of the naval force. The former requires no special technical or professional knowledge or experience, as resort may at all times be had to the advice of those who possess the requisite qualifications. They may, therefore, be properly left to his superintendence and direction. Such is not, however, the case with the second class of duties, the adequate performance of which calls for long professional experience, and it is believed can be more completely attained under the ministration of competent naval officers.

These duties are not only very numerous, but exceedingly various and complicated, and involve great diversity of opinion among naval officers of all nations. Experiments are continually in process among the great maritime Powers of Europe, having in view some real or imaginary improvement in offensive and defensive operations; new elements of power are brought in aid of old modes of warfare; and that these latter will, at no distant period, be in a great measure superseded, has become an ordinary prediction. Should the introduction of steam, as an auxiliary to naval warfare, be sanctioned by the results of experience, it must be obvious that new and very important duties will devolve on the Secretary of the Navy, rendering the aid of professional science and experience still more indispensable in the administration of the Department.

An opinion extensively prevails that the various duties classed under the general head of ministerial would be performed in a more satisfactory manner by being classified, and the execution of each confided to a single naval officer, instead of a Board of Commissioners; and that, of consequence, the latter is not only inexpedient, but injurious. Without entering into a full examination of the question, I would respectfully recommend that the ministerial duties hitherto performed by the Board of Commissioners be classed under three separate heads, and committed each to a single officer, who shall be individually responsible for their performance. They are easily susceptible of division, and naturally arrange themselves as follows:

The first comprehends whatever relates to the construction, repairs, equipment, and preservation of vessels of war, and the officer presiding over its administration would require, to aid him in the performance, a chief naval constructor; an engineer qualified to superintend the operations of steam; a draughtsman, and at least three clerks.

The second division would comprehend the construction, repairs, and preservation of all buildings on shore belonging to the Navy, or used for naval purposes, and generally, the superintendence of navy yards, hospitals, magazines, and other appendages to a naval station. This officer would require to have placed under his direction a civil engineer, a draughtsman, and one clerk.

The third division would comprise the purchase, manufacture, collection, and distribution of all provisions, clothing, and materials of every description required for the use of the Navy. To enable the officer charged with these duties to perform them in a satisfactory manner, he would require—

A captain in the Navy, as inspector of ordnance; a commander or lieutenant as an assistant; and one clerk for contracts and correspondence.

A captain or commander, having charge of charts and instruments for hydrographical purposes; a lieutenant, and two passed midshipmen, and a lithographer.

A surgeon to superintend the purchase of medicines, hospital stores, and surgical instruments, and to perform such other duties in connexion with the medical branch of the service as may be required of him by the Department, and an assistant surgeon, or clerk, to aid him in their performance.

One clerk for contracts and correspondence for slop clothing and provisions.

One clerk for contracts and correspondence for timber and all other materials for building and equipping.

Two clerks for keeping general returns of receipts and expenditures of stores, as made by the naval storekeepers at home and abroad, and examining into their correctness.

One clerk for general miscellaneous correspondence and for recording letters.

As this distribution of duties would impose a greater proportion of labor on the officers directing the first and third divisions than on the second, they might, perhaps, be rendered more equal by assigning the ordnance and hydrographical bureaux to the second division. These are sufficiently distinct in their nature to prevent any difficulty or collision with others, and this arrangement would more nearly equalize the labors of each.

The officers at the head of these three divisions might be called together at the pleasure of the Secretary of the Navy, for the purpose of discussing such subjects, or settling such principles, as he should deem proper.

This board, or council, though not permanently in session, would be at all times within call, and could be convened without trouble or delay. If doubts arise in his mind as to the propriety or expediency of any contemplated action requiring a practical knowledge of professional or technical matters, he might avail himself readily of the combined experience of all the members. If they differed in opinion, they could furnish their reasons for that difference, on the weight of which he would decide, and, if they agreed, it would afford the most solid basis for his decision. A Secretary would be required to record these proceedings and perform other duties. It is believed that essential advantages would result from such an organization as is here recommended. Great power of abstraction is necessary to take general and comprehensive views of a subject, and to present it to the mind in all its variety of aspects. This result, it is conceived, can best be attained by the discussion and comparison of the opinions of different men. It may also be remarked that the restraints of counsel and opposition are often necessary to arrest precipitate action; and hence it has been the uniform policy of all free governments to leave as little as possible to individual discretion and power. I would therefore respectfully recommend that the officers placed in charge of the three divisions of construction, supplies, and navy yards, be considered as constituting a board of council when called together by the head of the Department, but that at all other times, and especially in the exercise of their ministerial functions, as previously stated, the head of each division shall be personally charged with all the duties appertaining to it, and held individually responsible for their performance.

By a reference to the act establishing a board of commissioners, it will be perceived that no such division of duties and responsibilities appears to be contemplated. Accordingly, none was made by the head of the Department, and the members have always continued to act together as a board, without individual responsibility to the public; although it might appear questionable whether their respective duties could not have been designated by the Secretary of the Navy without contravening either the letter or spirit of the law. The head of the Department, however, did not think proper, or did not feel authorized, to direct this division of the ministerial functions of the board, and hence it is that each member has continued

to act on principles settled by discussion and deliberation, in which each one partook, and the opinions of the majority prevailed. The consequence has been, not only a defect of individual responsibility to the public, but a vast accession of labor, since each member, being answerable alike for the action of the whole, became equally involved in the obligation of taking personal cognizance of every thing that was done. Under these circumstances, it became impossible to go through the great and increasing mass of business which inevitably devolved on them, with that decision and promptitude the interests of the service require.

Since the assignment of the ministerial duties connected with the construction and equipment of vessels of war, the procurement of supplies, and the superintendence of navy yards, to the Board of Navy Commissioners, the Secretary of the Navy has been relieved from a portion of his previous labors. A system of accountability in regard to disbursing officers has been adopted, and is now in operation, which experience has proved to be effectual, so far as laws and regulations afford a substitute for the restraints of honor and integrity. Commanders have also been subjected to uniform rules in repairing and furnishing their vessels, from which no deviation can be made but with the express consent of the Navy Commissioners.

In the mean time, however, and since the passage of the act establishing the board, other additional duties, principally originating in laws subsequently enacted, have devolved on the Secretary of the Navy. The rapid and daily increasing extension of the pension list; the multiplication of pension laws greatly enlarging the system and rendering it more complicated by their various provisions; the extreme caution required to prevent those impositions which are so frequently attempted, and, it is feared, are often successful; the labor consequent on the lapse of time, distance of space, and other causes of doubt and obscurity, have all combined to render this portion of the duties of the Department exceedingly delicate and important, as will be seen by a reference to my annual report. I would respectfully recommend the appointment of a special and permanent officer, who should be charged with the examination of all claims arising under the various pension laws; have two clerks to assist him in the correspondence and copying incidental to the performance of his duties; be attached to the Department, and subject to the direction of the Secretary of the Navy.

There is another portion of the duties of the Department, which would seem to require to be assigned to a special officer. Courts-martial are obviously indispensable to the discipline of the service, and, consequently, to the well-being of the Navy. They are of frequent occurrence, and cannot be avoided. They require, in the preparation of charges and the conduct of prosecutions, a degree of technical and practical knowledge and experience which rarely falls to the lot of any but professional men. In all cases of this kind, the Department is compelled to depend on temporary selections, frequently, of necessity, made without adequate means of acquiring information which might enable it to judge of their propriety; and hence it arises, that the decisions of courts-martial are frequently set aside for informality; expenses are incurred to no purpose; and the service is injured by the example of offences escaping their merited punishment.

A permanent officer, possessed of the necessary qualifications, whose duty it would be to take charge of all former proceedings relating to courts-martial, and all those that might occur in future; examine all charges presented for the action of the Department; make the preliminary arrangements for all trials, and conduct them personally to an issue, would, I believe, obviate all the difficulties growing out of the existing arrangement. I am also of opinion such an appoint-

ment would save a very considerable expense, and so far subserve the purposes of economy.

He would require one clerk to assist him in the performance of his duties.

With regard to the apportionment of duties among the officers here recommended, in compliance with the resolution of Congress, I have not deemed it necessary to be more minute and particular. It is believed that the interior arrangements which necessarily grow out of every new system of organization will be best adjusted by practice and experience. To prescribe these beforehand, I conceive will rather lead to difficulties than obviate them.

It will be perceived that the organization here presented will require the creation of two or three officers, and a considerable addition to the number of clerks now assigned to the Department. This augmentation I consider indispensable; and I would take the occasion to state, that the number now allowed is totally inadequate to perform the duties required of them, within the time and in the manner which the public interests require.

The rapid growth of the country produces a corresponding accession to the duties of every department of Government and every public servant. The multiplication and complexity of laws involving new powers, new restraints, and new duties, call for additional labor and circumspection. The great increase of public records and documents renders all reference to the past more embarrassing, and the frequent calls of Congress, imposing a necessity for researches which comprehend the history and transactions of the Department from its first organization, all contribute to render the duties of every officer and clerk more difficult, complicated, and laborious. Very many of the objections heretofore urged against the administration of this Department originated more from a deficiency of clerks than from any radical defect in its organization.

In every change or modification I have deemed it my duty to present to the consideration of Congress, I have contemplated reserving to the head of the Department that responsibility which is inherent in the power of general superintendence and control confided to him, and of which he cannot divest himself. For the general administration of the Department, and for the consequences of measures adopted through his recommendation, and carried into effect under his supervision and sanction, he must, and it is presumed will always, be willing to be accountable.

The organization proposed will not relieve the head of the Department from this obligation. The highest and most important of his functions will remain to him, and he will still stand before the people responsible for the great interest committed to his charge. Enough will remain to employ all his time and task all his faculties to the uttermost.

I have the honor to be, with the highest respect, sir, your obedient servant. J. K. PAULDING.

To the SPEAKER of the House of Representatives.

The Journal de Havre states that in all the charts, except the new issues by the French Admiralty, the dangers near that port are very incorrectly marked. This is important to those in that trade, especially as the information is from an undoubted source.—*Philadelphia U. S. Gazette.*

E. OWEN & Co.,
MILITARY AND NAVAL MERCHANT TAILORS,
NEAR FULLER'S HOTEL, PENNSYLVANIA AVENUE.

BEG leave to inform their patrons of the Army and Navy, that they have made arrangements to receive, direct from London, gold and silver Epaulets, Embroidery, gold and silver Lace, and all the articles necessary for the equipment of officers for either service, of a very superior quality.

To the officers of the Corps of Topographical Engineers, they would respectfully state that they have at length succeeded in procuring complete sets of English embroidery for their Corps, the quality of which has been acknowledged by gentlemen of the Corps of unquestionable taste and judgment, to be the richest and arrest workmanship of the kind ever offered to the public.

Sept. 26—

WASHINGTON CITY,

THURSDAY, JANUARY 2, 1840.

CRUISE OF THE VANDALIA.—We have examined a chart of a portion of the coasts of the United States and Texas, on which are laid down the soundings obtained every half hour, between the S. W. Pass of the Mississippi and Galveston island. During the last summer, the Vandalia cruised two months and a half between these two points, and it was on her voyages each way that these soundings were taken by her officers, under the directions of Commander LEVY.

By calculations made with three chronometers on board, it was ascertained that the position of Galveston island is erroneously laid down on the charts. The east end of the island is in lon. 94,° 47' W., and lat. 29,° 15' N. About equi-distant from the mouth of Sabine river and Galveston island, fifteen miles from the shore, is a shoal on which there are only 4½ fathoms of water, not laid down on any chart.

On one occasion the Vandalia extended her cruise to the Laguna de Terminos, on the coast of Yucatan, and the soundings were obtained for a long distance from the shore, showing a decrease of the depth, sometimes gradual and sometimes rapid, from fifty fathoms to five.

On a course about due east from Laguna de Terminos, is a shoal on which the British frigate Madagascar struck; she was from Vera Cruz bound to England, with \$2,000,000, in specie, on board, and was got off only by throwing overboard some of her guns. The position of this shoal, which is called Madagascar shoal, is laid down on the chart above mentioned, from another chart obtained on board the Madagascar, it having been surveyed by her officers while she was aground upon it.

Until the declaration of Independence by Texas, that part of the coast was not much frequented by our merchant vessels; but since then, our trade in that quarter has rapidly increased, and the want of a chart has been sensibly felt. It is the purpose of Commander LEVY, we understand, to present this chart to the Messrs. BLUNT, of New York, by whom it will be published. Thus vessels bound in that direction will be hereafter supplied with an important link in their chain of hydrographical information.

The commanders of our public vessels would materially subserve the interests of commerce by communicating such information as they may obtain at places visited, and by testing the accuracy of the charts in their possession, when it can be done without neglecting their special duties. The example of Commander LEVY is well worthy of imitation.

In alluding to the cruise of the Vandalia, we are reminded of a paragraph which appeared in the Norfolk Herald of the 20th Nov. last. A Portsmouth paper had alleged that the commander of one of our ships of the line had inflicted as many as 2,500 lashes upon his crew before breakfast (by the way, we sup-

pose, of whetting his own appetite.) In rebutting this foul and calumnious charge, the editor of the Herald made these remarks:

By the way, we observe in the same article from which the extract is quoted, that Commander LEVY, of the Vandalia, managed matters so well that he kept his ship always in prime order, and yet seldom had occasion to use either the *cat* or the *colt*. If this is true, and we dare not doubt that it is so, we would call upon that officer to impart his mystery. He owes it to the service, in which he holds a distinguished position, no less than to the advancement of his own fame, to let it be known, by what process he has arrived at the consummation of a high state of discipline with so little use of the "cat or colt;" while an old veteran, in the service who has heard the enemy's bullets whistling about his ears like mosquitoes in September, could not admonish his ship's crew of their duty without giving them twenty five hundred lashes for their biters before breakfast!

It has frequently occurred to us, while reading descriptions of the severe measures resorted to on board vessels of war of all nations, that discipline *might* be maintained without recourse to stripes, the frequent repetition of which can have no other tendency than to brutalize the manners and indurate the feelings of all who witness such scenes. We would not say that corporal punishment can be altogether avoided, or that it is too often administered in our service. We speak not from experience, and give merely the impressions of a landsman, which may appear strange to the initiated; but if one commander can maintain proper discipline without using the cat or colt, it is strong presumptive evidence that another might do the same by adopting a similar plan.

It affords us much pleasure to publish the following correspondence, so creditable to the liberality of the officers, seamen, and marines of our navy. None are so ready to relieve the distressed, even to sharing their last dollar, as the hardy mariner who is exposed to all the vicissitudes of life—rich to day, and poor to morrow—one day revelling in sunshine, and the next buffeting the stormy billows. He who needs sympathy most, knows how to bestow it upon others when occasion calls; and rough though the exterior of a tar, a warmer heart than his beats not in a human form.

U. S. FRIGATE MACEDONIAN,
Pensacola Bay, 15th Oct. 1839.

SIR: The officers, seamen, and marines of the Macedonian, Erie, Levant, and Vandalia, being part of the squadron stationed in the West Indies and Gulf of Mexico, sympathising deeply with the sufferers by the late fire in Mobile, have subscribed a small sum of money for the immediate relief of those who, in consequence of that afflictive event, are in want of shelter, food, or clothing; and have requested me to remit it to you for that purpose.

I enclose a check for the amount, (five hundred and seventy eight dollars, twenty five cents) on the Bank of Pensacola, and have the honor to be, very respectfully, your obt. servt.

WM. BRANFORD SHUBRICK.

H. CHAMBERLAIN, Esqr.
Mayor of the City of Mobile, Alabama.

MAYOR'S OFFICE, CITY OF MOBILE,
Oct. 19, 1839.

SIR. I have the honor to acknowledge the receipt of your letter, enclosing a check for the sum of \$578 25-100, which the officers, sailors, and marines of the Macedonian, Levant, Erie, and Vandalia, have so unexpectedly and munificently subscribed for the relief of those who have suffered by the late fires in this city.

Permit me to tender, through you, to the liberal donors the sincere thanks of the citizens of this place for this very generous manifestation of their sympathy towards those among us who had their means of subsistence swept from them in a single hour. This act of kindness will be long held in grateful remembrance by us all.

With sentiments of gratitude and esteem,
Your obt. servt.

H. CHAMBERLAIN, Mayor.

W. B. SHUBRICK, Esq., Pensacola.

The new barracks, commenced at Buffalo, N. Y. on the 9th Oct., last, built of brick, and intended for an entire regiment, it is expected will be completed by the 1st January, and occupied by eight companies of the 2nd artillery now stationed at Buffalo.

DADE INSTITUTE.—Captain NORMAN has devoted himself with untiring industry to the accomplishment of an object which seems dear to his heart—the founding of a literary institution in Florida, to commemorate the services and sacrifices of our Spartan band, while it affords to the rising generation in that Territory the means of attaining a liberal education. Some idea of the extent of his labors and travels may be formed from the outline of his journey northward, which we have gathered from various papers. Capt. NORMAN has visited the following places for the purpose of soliciting aid, and public meetings have been held to further the object,

At Tallahassee, Florida, (date not known.)

By the Glosophic Society, college of Charleston, S. C., 18th April, 1839.

At Milledgeville, Geo., 22d August, 1839.

By the students of Nashville University, Sept. 8.

By the citizens of Nashville, September 15, 1839.

At the Wesleyan University, Middletown, Conn., October 23, 1839.

By the students of Yale College, Oct. 26, 1839.

That his efforts will be ultimately crowned with success, we cannot for a moment doubt. The present is not an auspicious time to commence the work; the Territory is not clear of the Indians, and the pecuniary embarrassments existing every where offer but little encouragement for procuring the requisite funds; but the public mind can be prepared to aid the object at a more auspicious period, and a grant of land may be obtained from Congress.

Capt. NORMAN has issued a card of thanks for the reception he has met with from all classes.

To the numerous individuals throughout the United States; to the officers of the Army and Navy; to the volunteers of the several States, who have served in Flo-

rida; to universities, colleges, and other learned associations; to cities, in which public meetings have been held; to the press; to the friends and relations of the lamented dead, fallen in Florida—and to the promoters of science, virtue and patriotism, throughout the nation, who have kindly aided and advanced the effort of founding in the Territory of Florida, a Monumental College for the interesting and solemn purpose of disseminating learning, and for the remembering the worth and patriotism of the brave dead of the several States, who have fallen in Florida's defence, I hereby take the opportunity of returning my most grateful acknowledgments, and have the pleasure to state, that the memorial of Florida in favor of the Dade Institute, is regularly before the Congressional Committee on Public Lands, for their final consideration and action; and may we not reasonably hope, that a work promising so much for time and eternity—a work which, if completed, would be grateful to the feelings of so large a portion of the United States, and which is solicited by the bereaved father, mother, widow, and orphan, will receive favor from the Representatives of a great, enlightened, and feeling nation?

Very respectfully, &c.,

Your fellow-citizen,

J. A. L. NORMAN,

President and Agent of the Dade Institute of Florida.

To CORRESPONDENTS.—In giving insertion to the remarks of our nameless correspondent, in reply to "Curtius," we feel bound to accompany it with the remark that we deprecate the publication of any thing that has a tendency in the slightest degree to impair the harmony subsisting between the different corps of the army; or between the army and its sister service. If "Curtius," or any one else, should think proper to reply, we shall consider ourselves under obligation to allow him to be heard; but express our earnest hope that the controversy will proceed on further.

We must throw ourselves upon the indulgence of numerous correspondents for the omission to acknowledge their several favors. The correspondence of our office is of itself nearly sufficient to employ one pair of hands, but when it is recollected that we have no assistance in that line, and that the labor of half a dozen persons devolves upon us alone, so that midnight often finds us at our task, we trust it will be considered an ample excuse for the seeming neglect.

THE BIENNIAL REGISTER, AGAIN.—Having given bond to complete this work within a given period, we have been under the necessity of throwing all our force upon it, to the neglect of the Chronicle. As soon as completed, which will be in a few weeks, we shall make up our leeway with the Chronicle, and thereafter endeavor to have it issued punctually on its appointed day.

ITEMS.

SEABORN G. SNEED has been elected Major Gen. of the first division of Arkansas militia.—*Little Rock Gazette.*

The Texian Schr. of war, San Antonio, F. B. Wright, Esq., Lieut. Commandant, dropped down the stream on Sunday as far as the English Turn, to finish her outfit for sea. She will be detained here some time in making necessary repairs and equipments for service.—*New Orleans Commercial Bulletin, Dec. 19.*

A petition to Congress has been gotten up here, asking for a Steam Revenue Cutter at this port. We hope it will be successful, for the safety of our shipping demands a vessel of this kind, and we think that it will be readily granted.—*Boston Post.*

THE STEAM FRIGATE AT PHILADELPHIA.—The timbers of this vessel are now all in their places, and the outside and inside planking will be commenced at once.—*Philadelphia North American.*

R. W. COLCOCK, late of the U. S. army, has been elected by the Legislature, Superintendent of public works in South Carolina.

G. W. Featherstonhaugh, Esq. and Lieut. Col. MUDGE, British Commissioners of Survey of the Disputed Boundary of Maine, sailed from New York on Saturday last for Liverpool.

LETTERS ADVERTISED.

WASHINGTON JAN. 1, 1840.

ARMY.—Capt. W. W. S. Bliss 2. Capt. G. S. Drane, Capt. J. R. B. Gardenier, 2, Lieut. J. M. Morgan, Lieut. C. Fremont.

NAVY.—Lieut. H. H. Cocke, Lieut. L. Handy 2, Lieut. J. W. Jarvis, Capt. U. P. Levy, Rev. T. R. Lambert, Commo. Nicholson, Lieut. Wm. Radford, Purser N. Wilson.

PASSENGRS.

NEW ORLEANS, Dec. 15, per steamboat Angora, from Louisville, Lieut. H. Prince of the army Dec. 16, per steamboat Winchester, from Cincinnati, Capt. M. Scott, U. S. A., and 109 recruits.

ST. AUGUSTINE, Dec. 19, per steamer Cincinnati, for Savannah, Lieut. J. H. Simpson, U. S. A. and lady.

CHARLESTON, Dec. 23, per steampacket North Carolina, from Wilmington, Lieut. A. P. Allen, of the army. per steamboat Gen. Clinch, from Black creek, Capt. S. B. Dusenbery, of the army. Dec. 25, per steampacket C. Vanderbilt, from Wilmington, Capt. R. S. Dix, of the army, and lady. Dec. 27, per steampacket C. Vanderbilt, from Wilmington, Lieut. W. K. Hanson, of the army.

NEW YORK, Dec. 27, per ship Charles Carroll, from Havre, Mid. H. A. Wise, of the navy.

Communication.

FLORIDA WAR AND THE 1ST ARTILLERY.

MR. EDITOR: I really sympathise with you, and allow me to express a hope that you have entirely recovered from the effects of the blow inflicted upon you by "Curtius." I wish, instead of receiving it with so much meekness, as you exhibited in the notice you took of him in your 12th December number, you had turned upon and given him such a flagellation as he deserved, for charging you, without a shadow of proof, with being a tool of that wicked Staff of ours at Washington. His "anger," forsooth! Why, sir, he is stark mad, and the sooner you put him in a strait-jacket the better; and his suspicion too! why he lives upon suspicion—take from him that aliment, and he will die of mere inanition.

It is, indeed, puerile—this continual outcry against the Staff on all occasions of discontent. Now, if specifications are brought forward, and proven by direct or presumptive proof, why then all honest men will join in a manly effort to put them down. When it comes to that, I "guess" there will not be wanting those who, in propria persona, will go to the encounter with a spirit not unbecoming the occasion.

The spirit, which lurks in the dark and never comes openly, in broad day, to break a lance with an opponent, is not that which should animate the breast of the manly soldier. I shrewdly suspect that they who indulge on all occasions in a vein of hostility to the Staff, belong to that class who have at some period been disappointed in their aspirations; and who, were they now to be taken into favor, (a term I borrow from their own glossary,) and foisted into high places, would cease their outcry. Then what a glorious military millenium we should enjoy.

Seriously, I much fear that your croakers will, at last, unless awakened by some benevolent oburgation, fall into the mood of believing that a conception, at

the War Office, of an embryo-staff appointee, will end in the labor of a monstrosity.

Really, 'Curtius' must think that your readers are good easy souls, who will credulously believe his insinuations against this dreaded Staff, even while he, in the same breath, more than half admits that a portion of its members—and they, too, the highest in rank, and of course give tone to the sentiments of their juniors—has "won well merited fame," and "could never have stooped to act an unworthy" part. So you see that 'Curtius,' even, is a very "Daniel," and so impartial a Judge as to give sentence against himself.

Yours,

Domestic Intelligence.

From the Eastport Sentinel, Dec. 25.

The U. S. Cutter Alert, Capt. Nones, arrived on Thursday night last from the wreck of the British ship Anne Carr, of and for St. John, N. B. from Liverpool, with merchandize, lost on Moose Pecca Reach, on the 10th inst. The ship is a total loss; her sails, rigging, cables, anchors and spars, and a small part of her cargo saved. When the intelligence of this disaster was communicated to Capt. Nones, the Cutter was in an unprepared state for sea. Capt. N. and his officers, however, applied themselves vigorously, and in the short space of an hour the cutter was underweigh for the relief of the distressed vessel. It is a matter of regret that such merit is not rewarded by a large and more efficient vessel.

The cutter brought up Capt. Heney and his mate from the wreck of the brig Cavalier Jonett, which was lost on one of the Moose Pecca Islands on the 12th inst.

A CARD.

Captain CHARLES HONEY, of the Barque *Ratcliff*, of London, begs thus publicly to express to Capt. H. B. NONES of the U. S. Cutter Alert, his most grateful acknowledgments, for the very important services rendered him at Little River, when laboring under distressing circumstances from the insubordinate and mutinous conduct of a turbulent crew. In making this statement he considers he only performs an act of justice, to an intelligent and meritorious officer, for affording such prompt and efficient aid, at a time when it was so much needed.

ST. ANDREWS, Dec. 11, 1839.

THE EXPLORING EXPEDITION.—In a late number of the *Allgemeine Preussische Staats Zeitung*, printed at Berlin, we find the following notice of the United States Exploring Expedition. It is a distinguished compliment to the Government of the United States, and to Captain WILKES, the commander of the squadron. This complimentary notice is no ordinary one of common place, coming as it does from the illustrious Admiral KRUSENSTERN, of the Russian navy, whose voyage round the world in 1803, under the auspices of the Emperor ALEXANDER, contributed so much to geographic science.

"ST. PETERSBURG.—Our circumnavigator, Krusenstern, presented, a few days ago, to the Academy of Sciences, a most interesting notice of the expedition which the United States fitted out last year, for a voyage of discovery in the Southern ocean. This expedition will have the most important results for hydrographic science, and will claim for the United States the thanks of all future navigators in the region. It consists of six vessels, under the command of Capt. Wilkes, and it has on board several men of science, Messrs. Couthouy, Pickering, Dane, and Peale, as naturalists, and several others."

"I do not know," said Admiral Krusenstern, "what instructions Captain Wilkes may have received; but as far as one may be allowed to judge, he is required to examine every part of the Southern ocean, where former navigators have asserted the discovery of new

islands, sand banks, shoals, &c. to fix their position, or determine their non-existence. In the latter case, hydrographers may be authorized to erase them from their charts. It is called an *Exploring Expedition* with great propriety. The careful solution of these hydrographic problems, which the Government of the United States proposes to make, must be attended with positive results, as the expedition consists of several vessels, instead of one or two, as is usually the case in expeditions of discovery. The importance of several vessels together is, that sailing a few miles distant from each other, they cover a considerable area, and within that space the smallest island may be discovered.

"The expedition sailed from the coast of America in August, 1838, and the first despatch of Captain Wilkes was from Rio de Janeiro, in November following. During the voyage, he had carefully sought to discover the rocks and shoals which previous navigators have pretended to find, and whose positions have been marked in our charts, but which in all probability did not exist. Still, it was not safe to take them out of the charts, without positive knowledge of their non-existence. Capt. Wilkes carefully looked for eleven of such dangerous points, but was unable to find one. His six vessels sailed, at some distance from each other, over the place assigned to these rocks and he is therefore authorized to deny their existence. Every hydrographer may therefore henceforth strike out these supposed rocks from his chart. One of these, particularly, near the Island of Madeira, was looked for in vain. The same result attended a search for the Rosette's shoals, the Bona-felix, Patty's overfalls, Trilor's bank, and others.

"It is to be wished," continues Admiral Krusenstern, "that the expedition, in doubling Cape Horn, may find the island of Aurora, which is said to have been discovered in 1762, but the existence of which Weddell formally denies, but of which the Spanish Capt. Malespina in 1794 as confidently asserts the existence. The American Capt Burrows latterly asserted that he had again found this island; but the latitude and longitude which he assigns to it, create a doubt of its being the same island which Malespina discovered. The existence, therefore, of this island, is a question which demands further exploration. The future movements of the Exploring Expedition will be the subject of another communication to the Academy of Sciences."—*Globe*.

From the Norfolk Beacon.

TRIBUTE TO MERIT.—The officers of the U. S. steamer POINSETT, recently arrived at this port and now lying off the Naval Hospital, have presented an elegant SILVER CUP to Mr. STANFORD JACKSON, the pilot of the steamer, for his good conduct on the night of the 8th inst., with the following complimentary inscription on:

The officers of the U. S. Steamer Poinsett to
Stanford Jackson, Pilot, for his skill,
coolness, and firmness in piloting
them through the breakers,
ON HATTERASS SHOALS,
on the evening of Dec. 18th,
1839.

Proceedings of Congress, IN RELATION TO THE ARMY, NAVY, &c.

IN SENATE.

TUESDAY, DEC. 24, 1839.

Mr. PIERCE submitted the following resolution:

Resolved, That the Committee on Military Affairs be instructed to report, as soon as may be convenient, a bill for the equalization of the pay of the officers of the line and staff of the army.

FRIDAY, DEC. 27.

The resolution, offered some days since by Mr. TAPPAN, in relation to the retirement of officers over 60

years of age, from the army on half pay, was taken up and adopted.

On motion of Mr. HUBBARD, it was

Resolved, That the Committee on Pensions be instructed to enquire into the expediency of amending the acts of Congress granting pensions for disabilities incurred during the last war, so as to have the pensions of such invalids commence at the time this disability was received.

HOUSE OF REPRESENTATIVES

MONDAY, DEC. 16, 1839.

On the eleventh ballot, the Hon. R. M. T. HUNTER, of Virginia, was elected Speaker, the vote being, for Mr. HUNTER 119, for all others 113.

[The intervening time between the commencement of the session, Monday Dec. 2, and Monday, Dec. 23, three weeks, has been occupied in discussing the contested claims to seats by the members from the State of New Jersey and in balloting for Speaker and other officers. The House having been finally organized on the 23d, a joint Committee was appointed to wait on the President. The Message was delivered on the 24th, an extract from which was published in our last number.]

MONDAY, DEC. 30.

The following gentlemen were announced as having been appointed by the Speaker to compose the Standing Committees of the House:

Naval Affairs.—Messrs. Thomas of Md. Reed, Holmes of S. C., King, Grennell, Anderson, Robinson, and Proffit.

Militia.—Messrs. Keim, Carter, Griffin, Weller, Thomas of Md. Goode, Rodgers, Triplett, and Ridgeway.

Indian Affairs.—Messrs. Bell, Lewis Williams, Alford, Cross, Chinn, Sheppard, Lucas, and Hunt.

Military Affairs.—Messrs. Cave Johnson, Thompson, of S. C. Miller, Coles, Kemble, Allen, Monroe, Sumpter and Goggins.

Expenditures in Department of War.—Messrs. Garland of La. Howard of Ind. Wagener, Holmes of S. C. and Cooper of Pa.

Expenditures of Department of Navy.—Messrs. Saltonstall, Vanderpoel, Swanton, Green, and Gerry

MISCELLANY.

Incidents of the Battle of Bunker's Hill.

DEATH AND CHARACTER OF WARREN.

BY A. H. EVERETT.

During the progress of this famous battle, which took place June 17th, 1775, a little incident occurred, in which Gen. Putnam, and Major Small of the British army, were the parties concerned, and which throws over the various horrors of the scene a momentary gleam of kindness and chivalry. These two officers were personally known to each other, and had, in fact, while serving in the former wars against the French, contracted a close friendship.

After the fire from the American works had taken effect, Major Small, like his commander, remained almost alone upon the field. His companions in arms had been all swept away, and, standing thus apart, he became immediately, from the brilliancy of his dress, a conspicuous mark for the Americans within the redoubt. They had already pointed their unerring rifles at his heart, and the delay of another minute would probably have stopped its pulses forever.

At this moment Gen. Putnam recognised his friend, and, perceiving the imminent danger in which he was placed, sprang upon the parapet, and threw himself before the levelled rifles, "Spare that officer, my gallant comrades," said the noble minded veteran; "we are friends; we are brothers; do you not remember how we rushed into each others' arms, at the meeting for the exchange of prisoners?" This appeal, urged in the well known voice of a favorite old chief, was successful, and Major Small retired unmolested from the field.

Gen. Warren had come upon the field, as he said, to learn the art of war from a veteran soldier. He

had offered to take Col. Prescott's orders; but his desperate courage would hardly permit him immediately to retire. It was not without extreme reluctance, and at the very latest moment, that he quitted the redoubt; and he was slowly retreating from it, being still a few rods distance only, when the British had obtained full possession. His person was of course in imminent danger.

At this critical moment, Major Small, whose life had been saved in a similar emergency by General Putnam, attempted to requite the service by rendering one of a like character to Warren. He called out to him by name from the redoubt, and begged him to surrender, at the same time ordering the men around him to suspend their fire. Warren turned his head, as if he recognized the voice, but the effort was too late. While his face was directed towards the works, a ball struck him on the forehead, and inflicted a wound which was instantly fatal.

Had it been the fortune of Warren to live out the usual term of existence, he would probably have passed with distinction through a high career of usefulness and glory. His great powers, no longer limited to the sphere of a single province, would have directed the councils, or led the armies, of a vast confederate empire. We should have seen him, like his contemporaries and fellow patriots, Washington, Adams and Jefferson, sustaining the highest magistracies at home, or securing the rights and interests of the country in her most important embassies abroad; and, at length, in declining age, illuminating, like them, the whole social sphere, with the mild splendor of a long and peaceful retirement. This destiny was reserved for them—for others.

To Warren, distinguished as he was, among the bravest, wisest, and best of the patriotic band, was assigned, in the inscrutable decrees of Providence, the crown of early martyrdom. It becomes not human frailty to murmur at the will of Heaven; and however painful may be the first emotions excited in the mind by the sudden and premature eclipse of so much talent and virtue, it may, perhaps, well be doubted, whether, by any course of active service, in a civil and military department, Gen. Warren could have rendered more essential benefit to the country, or to the cause of liberty throughout the world, than by the single act of heroic self-devotion which closed his existence. The blood of martyrs has been, in all ages, the nourishing rain of religion and liberty.

There are many among the patriots and heroes of the revolutionary war, whose names are connected with a greater number of important transactions; whose biography, correspondence and writings, fill more pages; and whose names will occupy a larger space in general history; but there is hardly one whose example will exercise a more inspiring and elevating influence upon his countrymen and the world, than that of the brave, blooming, generous, self-devoted martyr of Bunker's Hill.

The contemplation of such a character is the noblest spectacle which the moral world affords. It is declared by a poet, to be a spectacle worthy of the gods. It awakens, with tenfold force, the purifying emotions of admiration and tenderness, which are represented as the legitimate objects of tragedy.

A death like that of Warren, is, in fact, the most affecting and impressive catastrophe that can ever occur, in the splendid tragedy which is constantly going on around us,—far more impressing and interesting, for those who can enjoy it, than any of the mimic wonders of the drama—the real action of life. The ennobling and softening influence of such events is not confined to contemporaries and countrymen. The friends of liberty, from all countries, and throughout all time, as they kneel upon the spot that was moistened by the blood of Warren, will find their better feelings strengthened by the influence of the place, and will gather from it a virtue in some degree allied to his own.

The "Romance of the Revolution" was the subject of a lecture delivered before the Athenian Institute of Philadelphia last week, by Wm. B. Reed, Esq. Warm, and we have no doubt well merited, encomiums have been bestowed upon it by the press of that city, as well in regard to the manner of its delivery as of the matter of which it was composed. The following sketch of a portion of it is published in the U. S. Gazette:

He referred to the mournful tragedy, familiar to every classical student, which, in the reign of the first Emperor of Rome cost the empire the flower of its army, and wrung from the lips of one whose career of prosperity knew no interruption but this, a bitter lamentation. "Quintilius Varius! restore me my legions!" was the cry of that Emperor, when he thought of his soldiers massacred amidst the forests of Germany, led thither by the rashness of an inexperienced leader. Under the succeeding reign a victorious Roman army, led by Germanicus, penetrated these very forests, the everglades of the day, and came as it were, by chance, to the scene of former discomfiture. Passing over the scene which when ensued, he proceeded at once to a parallel which our own early history affords, viz: The march through the deep recess of what was then in July, 1775, a Pennsylvania wilderness, of a large and well appointed British army, under General Braddock, the Quintilius Varius of his time, and the terrible defeat and subsequent massacre of that proud host on the banks of the Monongahela. Three years afterwards the fortune of war was changed, and an English army found itself, like that of Germanicus, near the spot where the bones of their countrymen reposed. In that army was an officer of rank, who had lost a father and a brother in Braddock's defeat. An Indian guide told him, that in the battle of the Monongahela, he had seen an officer of high rank fall wounded; and a moment after, a young subaltern, who had run as to his rescue, drop dead, slain by a random shot, and that the two bodies he was sure would be found together under the bough of a tree of peculiar shape, which he thought he could recognize.

It was some instinct which told the young officer, who was Sir Francis Halket, then a Major in the 42d regiment, that in the bodies of those who thus died together, he should find his own father and brother. The army proceeded through the woods, and along the banks of the river, to the scene of the battle. The Indian warrior discovered the place where he was posted on the day of carnage, and pointed to the tree under which the officers had fallen. The men were halted, and with Major Halket and the other officers, formed a circle; the Indians removed the leaves, and the two skeletons were found, just as the Indian expected, lying across each other, the younger above the older. Major Halket said that, as his father had an artificial tooth of peculiar form, he might be able thus to ascertain if they were indeed his bones, and those of his brother. After a short examination, the sign that he sought was found, and the remains identified beyond mistake. As the son knelt in silence and in tears beside them, the pioneers dug a grave, and the bones being laid in it together, a Highland plaid was thrown over them, and they were interred with the customary honors.

This narrative brought the speaker to the times and annals whose illustrations he had immediately in view—the picturesque incidents of that great struggle which began with the session of the first Congress, in September, 1774, and terminated at the signing of the Provincial Treaty, in November, 1782—the American Revolution, which in its aggregate and its details, was eminently romantic, while its incidents and the character of its actors were eminently picturesque.

He first contrasted it with the French Revolution, a continued scene of mock heroism, blood, carnage and slaughter, and unlike ours, with scarcely any incidents that deserved the name of purely beautiful or

romantic. And still further, comparing the great men of that accidental revolution, with the true chivalry of our annals, our soldiers, and our statesmen, and still the palm is gloriously ours. The history of the old Congress, to its eclipse under the Federal Constitution, would be of itself a rich record of romance.

The lecturer made a striking reference to the little known fact, that on the 9th of August, 1774, according to a statement in a newspaper of the times, there arrived at this port the Charleston Packet, Captain Wright, bringing as passengers Henry Middleton and Edward Rutledge, delegates to Congress from South Carolina. The first hands that came to lay the deep foundations of the fabric of the Union, came then, said the speaker, from South Carolina! Let their children remember that: let any and every misguided son, native or adopted, of that honored soil, who seeks to topple down this proud edifice, or pick out the cement which binds it together, remember that, when he shall have dug to its very corner-stone, he will find in its ancient masonry the names of Rutledge, and Pinckney, and Gadsden, and Middleton—first, the very first, in the roll of its builders, to reproach him for his work of destruction.

To show how little concord at one period prevailed in the Congress, the lecturer said might be inferred from an anecdote, for which he was indebted to the retentive memory of one of our own fellow citizens who has not forgotten his revolutionary lineage.

On the 8th of May, 1776, while Congress was in session at Philadelphia, the sound of heavy artillery was heard down the Delaware. It was soon known to proceed from the gun boats that had been sent to protect the river from the British cruisers. Hitherto no sound of actual war had reached this portion of the province, whose inhabitants were rather more pacific in their tone than was suited to the ardor and exasperation of New England. As the sound of the first gun burst upon the ear of Congress, old Samuel Adams sprung upon his feet and cried out with exultation, to the infinite dismay of some timid members, who sat near him, "Thank God, the game's begun—none can stop it now." "I wish that man was in Heaven," was the ejaculation of one of his neighbors. "No—not in Heaven," said another with a countenance of unmitigated disgust, "not in Heaven, for I hope to get there some day myself."

The lecturer spoke in a particular manner of the services and character of Charles Thomson, Secretary of Congress. On the 5th of September, 1771, the day that the Congress met, Mr. Thomson, then a merchant, of good repute, in Philadelphia, was a happy bridegroom, having been married that morning; and musing, no doubt, on other things than the concerns of the public, was met in the street by a hurried messenger, who came to tell him that the Congress which was then about to organize, wished him to act as their Secretary. Nor were the excuses and objections which he seasonably urged, admitted; but with a distinct assurance that the session would not be prolonged more than a few days or weeks, he was made to yield a reluctant consent. From duties thus assumed, he was not released for fifteen long years of doubt, and mingled hope and fear, until the month of July, 1789, when the Federal Government was organized.

The lecturer said, that on a former occasion, he had referred to the romantic career and fate of James Otis, of Massachusetts. Mr. Otis had two friends near and dear to him, whose character, career, and death, were like his. These were Josiah Quincy, jr. and Joseph Warren. The former, after a long career of active opposition to the usurpations of Government in the Colonies, in the year 1774, went to England, and shattered his constitution by his unceasing efforts to avert the catastrophe which he too surely foresaw. On the 16th of March, 1775, worn down by disease and long suffering, both of mind and body, he embarked in a small and ill provided vessel, bound to New-England; and after being tossed about by adverse

tempests, until the 25th of April, following, the spirit of the patriot took its flight, just as the first headlands of the soil for which he breathed his dying prayer, rose above the horizon. Warren, while serving as a private, at the battle of Bunker's Hill, was killed by a random shot, at the close of the engagement.

Such, said the speaker, was the career of the last of the glorious triumvirate which he had mentioned.

Otis died a maniac, killed by a flash of lightning—Quincy, on the ocean, within sight of his native shore—and Warren, the first great martyr in the cause of freedom.

After describing the occupation of Bunker's Hill, he mentioned several incidents of rather an interesting character. When the works of the Americans were first discovered by the British men-of-war, they opened a heavy cannonade, which was at first ill directed, but at last began to take effect, and an American rifleman, standing on the parapet, was killed.

A subaltern informed Col. Prescott that the man was dead. 'Bury him, then,' was the brief reply. 'What, sir,' asked the chaplain, 'without prayers? I am ready to perform the service.' And amid the shower of balls that was playing upon the redoubt, the primitive funeral rites were paid, and the deep tones of the armed minister of religion were raised to commend the spirit of the departed soldier to the God of righteous battles.

There was, late in the Revolution, another scene of funeral rites—the burial, a few days before the surrender of Burgoyne, of Major General Frazer, of the British army, the singular and romantic circumstances attending which, the lecturer mentioned in detail; but thought, that though the scene at this funeral was more elaborately solemn in all the true elements of beauty, it was not more picturesque than the simple obsequies of the first private soldier that fell at Bunker Hill.

The lecturer referred to the naturally beautiful battle ground of Brandywine, where Washington staked his all to save Philadelphia. Within a few years, the young countryman was living who guided Washington as he hurried to the first point of attack. When at Gladsford, he heard of the brilliant manœuvre by which Cornwallis had turned his flank, and the distant firing which announced it, he compelled this young Quaker to guide him across the country; and as they dashed along, at the top of their speed, regarding no obstacle in their way, all that he remembered hearing was the low and hurried tone of the General's voice—"Faster, my young friend, faster—faster." Their speed availed not; he arrived just in time to witness the retreat before an overwhelming force—the American army was routed, and Philadelphia fell.

He alluded to the fate of Major Andre, hung as a British spy; of Captain Nathan Hale, executed also as a spy, by the British on Long Island, in '76; and of Col. Isaac Hayne, who was murdered by the British at Charleston, in '81, in violation of the laws of war and humanity, and fell in the bloom of youth, a brave officer, a worthy citizen, a just and upright man, furnishing an example of heroism in death that extorted a confession from his enemies, "that though he did not die in a good cause, he must at least have acted from a persuasion of its being so."

Among the men of the Revolution, Washington was a perfect character of romance and chivalry in its highest sense. And the lecturer compared his character, with that given to that pink of chivalry, Gaston de Foix, in Lord Berner's translation of Froissart's Chronicles, from which work he read a quaint extract, in which Gaston is eulogised as before all knights, kings, princes and others, for the possession of those qualities for which Washington was distinguished. His strict sense of justice; his systematic disposition of his time; his rigid determination, on all occasions, to claim what was due to him; his willingness to give that, and that only, which he had a right to give; his

sense of religious obligation; his deference to the world's well ascertained proprieties; the dignity of his personal appearance; the daring gallantry of his spirit; his quick impetuous temper, &c.

The lecturer compared Washington and Napoleon, in their death. The first died peacefully and tranquilly in his bed, on his own farm, amid the people, whom he, more than any single man, had contributed to render free and happy. The last died in a far off isle of the ocean, exiled from all that he held precious, wasted by disease, deformed by convulsions, and his last words giving token of inward strife, as he fought his battles over again. The death of each was a characteristic comment of his life. "The one, an illustration of all the gentle virtues which constituted his heroism; the other, the fit farewell to a life of storm and tumult. The one, he likened to the last anchorage of some war worn frigate, whose broad ensign has floated o'er many a righteous battle; the other, to the shipwreck of a private cruiser, whose flag has been long an emblem of terror to a peaceful world, whose decks are stained dark with blood, and who, at the height of the tempest, founders, on some obscure rock, in the centre of an ocean's desolation."

ARMY.

OFFICIAL.

GENERAL
ORDERS,
No. 67.

HEAD QUARTERS OF THE ARMY,
ADJUTANT GENERAL'S OFFICE,
Washington, Dec. 31, 1839.

I...Promotions and appointments in the Army of the United States, since the publication of "General Orders," No. 56, of Nov. 1, 1839.

QUARTERMASTER'S DEPARTMENT.

Major Thomas F. Hunt, Quartermaster, to be Deputy Quartermaster General, with the rank of Lieut. Colonel, 8th Nov. 1839, vice Brant, resigned.

Capt. Samuel McRee, Assistant Quartermaster, to be Quartermaster, with the rank of Major, 8th Nov. 1839, vice Hunt, promoted.

1st Lieut. Abram C. Myers, of the 4th infy., to be Assistant Quartermaster, with the rank of Captain, 21st Nov. 1839, vice McCrabb, deceased.

1st Lieut. Samuel M. Plummer, of the 1st infy., to be Assistant Quartermaster, with the rank of Captain, 22d Nov. 1839, vice McRee, promoted.

1st Lieut. W. M. D. McKissack, of the 5th infy., to be Assistant Quartermaster, with the rank of Captain, 19th Dec. 1839, vice Peyton, deceased.

PAY DEPARTMENT.

Benjamin Walker, Captain of the 3d infy., to be Paymaster, 17th Dec. 1839, vice Forsyth, dismissed.

Eugene Van Ness, of the State of New York, to be Paymaster, 18th Dec. 1839, vice Lytle, deceased.

CORPS OF ENGINEERS.

2d Lieut. James H. Trapier, to be 1st Lieut., 1st July, 1839.

2d Lieut. Stephen H. Campbell, to be 1st Lieut., 1st July 1839.

2d Lt. J. M. Scarritt, to be 1st Lieut., 1st July, 1839.

ORDNANCE DEPARTMENT.

2d Lieut. Louis A. B. Walbach, to be 1st Lieut., 16th Nov. 1839, vice Temple, resigned.

Bvt. 2d Lieut. Franklin D. Callender, to be 2d Lieut., 16th Nov. 1839, vice Walbach, promoted.

SECOND REGIMENT OF DRAGOONS.

1st Lieut. Geo. A. H. Blake, to Captain, 3d Dec. 1839, vice Bryant, resigned.

2d Lieut. Wm. J. Hardee, to be 1st Lieut., 3d Dec. 1839, vice Blake, promoted.

Ephraim M. Thayer, of the State of Ohio, to be 2d Lieut., 29th Dec. 1839.

SECOND REGIMENT OF ARTILLERY.

2d Lieut. A. E. Jones, to be 1st Lieut., 12th Nov. 1839, vice Peyton, deceased.

Arthur B. Lansing, late Lieut. 1st arty., to be 2d Lieut., 13th Nov. 1839.

THIRD REGIMENT OF ARTILLERY.

2d Lieut. W. A. Brown, to be 1st Lieut., 6th Nov. 1839, vice Rodney, deceased.

2d Lieut. Henry A. Burton, to be 1st Lieut. 10th Nov. 1839, vice Poole, deceased.

FIRST REGIMENT OF INFANTRY.

Bvt. Major G. Dearborn, Captain of the 2d infy., to be Major, 27th Nov. 1839, vice Garland, promoted.

1st Lieut. S. Burbank, to be Captain, 8th Nov. 1839, vice McRee, promoted Quartermaster.

1st Lieut. S. Eastman, to be Captain, 12th Nov. 1839, vice Barker, deceased.

2d Lieut. Wm. E. Prince, to be 1st Lieut. 8th Nov. 1839, vice Burbank, promoted.

2d Lieut. S. E. Muse, to be 1st Lieut. 12th Nov. 1839, vice Eastman, promoted.

2d Lieut. G. W. T. Wood, to be 1st Lieut. 16th Nov. 1839, vice Storer, resigned.

John C. Terrett, of the State of Virginia, to be 2d Lieut. 16th Nov. 1839.

Benjamin H. Arthur, of the State of Vermont, to be 2d Lieut. 1st Dec. 1839.

SECOND REGIMENT OF INFANTRY.

Major Bennet Riley, of the 4th infy., to be Lieut. Col., 1st Dec. 1839, vice Cummings, promoted.

1st Lieut. A. R. Hetzel, to be Captain, 27th Nov. 1839, vice Dearborn, promoted.

2d Lieut. C. E. Woodruff, to be 1st Lieut. 27th Nov. 1839, vice Hetzel, promoted.

R. J. Powell, of the State of North Carolina, to be 2d Lieut. 1st Dec. 1839.

THIRD REGIMENT OF INFANTRY.

1st Lieut. Nathaniel C. Macrae, to be Capt. 18th Dec. 1839, vice Walker, appointed Paymaster.

2d Lieut. Josiah H. Vose, jr., to be 1st Lieut. 18th Dec. 1839, vice Macrae, promoted.

Robert D. Stephen, of the State of Virginia, to be 2d Lieut. 30th Dec. 1839.

FOURTH REGIMENT OF INFANTRY.

Lieut. Col. A. Cummings, of the 2d infy., to be Col. 1st Dec. 1839, vice Cutler, resigned.

Major J. Garland, of the 1st infy., to be Lieut. Col. 27th Nov. 1839, vice Foster, deceased.

Bvt. Major T. Staniford, Captain of the 8th infy., to be Major, 1st Dec. 1839, vice Riley, promoted.

2d Lieut. M. C. M. Hammond, to be 1st Lieut. 7th Nov. 1839, vice McCrabb, deceased.

Granville D. Haller, of the State of Pennsylvania, to be 2d Lieut. 17th Nov. 1839.

Wm. Brownell, of the State of Connecticut, to be 2d Lieut. 31st Dec. 1839.

EIGHTH REGIMENT OF INFANTRY.

1st Lieut. Edmund A. Ogden, to be Captain, 1st Dec. 1839, vice Staniford, promoted.

2d Lieut. Lucius O'Brien, to be 1st Lieut. 1st Dec. 1839, vice Ogden, promoted.

Grafton D. Hanson, of the District of Columbia, to be 2d Lieut. 1st Dec. 1839.

II.—CASUALTIES.

RESIGNATIONS.

Col. Enos Cutler, 4th infy., 30th Nov. 1839.

Lieut. Col. Joshua B. Brant, Deputy Quartermaster General, 7th Nov. 1839.

Capt. Thomas S. Bryant, 2d drags., 2d Dec. 1839.

1st Lt. W. H. Storer, 1st infy., 15th Nov. 1839.

1st Lieut. R. E. Temple, Ordnance, 15th Nov. 1839.

DEATHS.

Bvt. Colonel William S. Foster, 4th infy., at Baton Rouge, Louisiana, 26th Nov. 1839.

Capt. Thomas Barker, 2d infantry, Tampa Bay, Florida, 11th Nov. 1839.

Capt. R. H. Peyton, Assistant Quartermaster, Tampa Bay, Florida, 11th Nov. 1839.

Captain John W. McCrabb, Assistant Quartermaster, St. Augustine, Florida, 6th Nov. 1839.

1st Lieut. Benjamin Poole, 3d arty., St. Augustine, Florida, 9th Nov. 1839.

1st Lieut. James M. Bowman, 1st dragoons, Fort Wayne, Arkansas, 21st July, 1839.

1st Lieut. George C. Rodney, 3d arty., St. Augustine, Florida, 5th Nov. 1839.

2d Lieut. Constant Freeman, 4th infy., Fort Wayne, Arkansas, 17th Nov. 1839.

2d Lieut. R. S. Jennings, 3d arty., St. Augustine, Florida, 12th Nov. 1839.

Paymaster John S. Lytle, New York, 10th Dec. 1839.

DISMISSED.

Paymaster R. A. Forsyth, 6th Dec. 1839.

III.—The officers promoted and appointed will report according to their promotions and appointments, and join their proper stations, regiments, or companies, without delay. The 2d Lieutenants, and the officers on detached service, or acting under special orders, will report by letter to their respective Colonels, and agreeably to their special instructions.

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES, *Adj. Gen.*

Military Intelligence.

PAY DEPARTMENT.

Names and Stations of the Paymasters.

| | |
|-------------------|--|
| B. F. Larned, | Detroit, Michigan |
| T. J. Leslie, | Military Academy, West Point |
| D. S. Townsend, | Boston, Massachusetts |
| Daniel Randall, | Philadelphia, (on temporary duty, Florida) |
| Charles H. Smith, | Norfolk, Va. (on temporary duty, Washington) |
| A. A. Massias, | New Orleans, La. |
| T. P. Andrews, | City of Washington, (on temporary duty, Florida) |
| Edmund Kirby, | Brownville, N. Y. |
| L. G. De Russey, | Natchitoches, Louisiana |
| Adam D. Steuart, | St. Louis, Missouri |
| Charles Mapes, | Tallahassee, Florida |
| P. Muhlenberg, | Savannah, Georgia |
| Elbert Herring, | New York |
| Wharton Rector, | Van Buren, Arkansas |
| Chris. Andrews, | St. Augustine, Florida |
| Donald Fraser, | Tampa Bay, Florida |
| Benjamin Walker, | Station not yet assigned |
| Eugene Van Ness, | St. Augustine, Florida. |

ARMY INTELLIGENCE.—A general Court Martial convenes this day, 20th inst., at *Pilotka*. Members—Lieut. Col. Wm. Whistler, Lieut. Col. Wm. Gates, Maj. FAUNTELROY, Maj. LOOMIS, Maj. LOMAX,* Capt. SMITH, Capt. HOLMES, and Lieut. [Captain] GARNER, special Judge Advocate.

Surgeon WELLS, U. S. Army, ordered to Picolata. Dr. W. has been on duty here during our epidemic.

Capt. DAVIDSON, 3d Artillery, has arrived from the North, on his way to Fort Lauderdale.

Major CHURCHILL, 3d Artillery, in command of this post.

Lieut. BOYD, Acting Adjutant 3d Regt. Artillery.

Lieut. BURTON, Acting Ordnance Officer.

Lieut. LOVELL, in command of Company, garrisoning this post.—*St. Augustine News*, Dec. 20.

* This is an error; Major LOMAX has not been in Florida for two years or more.—*Ed. A. & N. C.*

NAVY.

ORDERS.

Dec. 19—P. Mid. F. Lowry, navy yard, New York.

20—P. Mid. A. S. Whittier, schr. Grampus.

Purser J. N. Hambleton, Baltimore station, vice J. Colston, relieved.

24—Mid. Reed Werden, naval school near Phila.

27—Commander John Gwinn, navy yard, Philadelphia, vice Captain C. Stewart McCauley, promoted.

Purser T. P. McBlair, schooner Enterprise.

28—Lieut. J. L. Lardner, ordinary, Philadelphia.

30—Lieut. J. M. Berrien, rec'g ship, Norfolk.

Chaplain Rodman Lewis, navy yard, Pensacola.

Mid. E. C. Stiles, schooner Grampus.

PROMOTIONS.

Commander Charles Stewart McCauley, to be Captain, Dec. 9, 1839.

Lieutenants to be Commanders.

Harrison H. Cocke, March 3, 1839

William J. McCluney, Dec. 9, 1839

John B. Montgomery, Dec. 9, 1839

Horace B. Sawyer, Dec. 9, 1839

Passed Midshipmen to be Lieutenants.

George McCreery, March 3, 1839

| | |
|----------------------|-------------|
| John A. Winslow, | Dec 9, 1839 |
| B. More Dove, | Dec 9, 1839 |
| James R. Sully, | Dec 9, 1839 |
| B. J. Moeller, | Dec 9, 1839 |
| Ferdinand Piper, | Dec 9, 1839 |
| Henry Walke, | Dec 9, 1839 |
| Thornton A. Jenkins, | Dec 9, 1839 |
| Joseph C. Walsh, | Dec 9, 1839 |

Passed Assistant Surgeons, to be Surgeons.
John C. Mercer, Samuel C. Lawrason, Dec 9, 1839.

APPOINTMENTS.

Edward Bissell, to be a Purser, Dec. 30.

Assistant Surgeons.

| | |
|---------------------|-------------|
| John O'C. Barclay, | October 17, |
| James B. Gould, | " " |
| C. H. Wheelright, | " " |
| Richard W. Jellrey, | " " |
| Thomas M. Potter, | " " |
| Wm. A. Nelson, | December 9, |
| Wm. G. G. Wilson, | " " |
| John H. Wright, | " " |

MARINE CORPS.

Dec. 3—2d Lieut. Lafayette Searcy, ordered to Philadelphia for duty. Joined on the 9th.

2d Lieut. William B. Slack, ordered to Head Quarters for duty. Joined on the 11th.

7—1st Lieut. A. H. Gillespie, ordered to Head Quarters for duty. Joined on the 21st.

16—2d Lieut. John S. Devlin, ordered to New York for duty. Joined on the 18th.

1st Lieut. H. B. Tyler, absent with leave; having been detached from the frigate Macedonian in Nov.

Naval Intelligence.

WEST INDIA SQUADRON.—Ship Warren, Comm'r. Spencer, arrived at Key West, Dec. 7, from Havana; and sailed again on the 12th for Havana. Officers and crew all well.

Frigate Macedonian, Capt. Kennon, bearing the broad pendant of Commo. Shubrick, and ship Ontario, Com'r. J. D. Williamson, sailed from Pensacola, Dec. 18, the latter on a cruise down the Gulf.

BRAZIL SQUADRON.—Razee Independence, Commo. Nicolson, sailed Oct. 17, from Rio Janeiro for Montevideo.

PACIFIC SQUADRON.—Schr. Shark, Lt. Comdt. A. Bigelow, at Rio Janeiro, Oct. 21, bound to the Pacific.

EAST INDIA SQUADRON.—Frigate Columbia, Commo. Read, and ship John Adams, Comm'r. Wyman, at Fing Koo, near Macao, July 27.

REVENUE CUTTERS.—The U. S. brig Washington, Lt. Fraser, put into Delaware Breakwater on the 19th instant, having carried away the fore yard, and received other trifling damage. It was expected she would be able to proceed on her voyage the next day.

The Washington arrived at New York on Friday last, from a cruise of 20 days on the coast, and last from the Delaware Breakwater. The Austrian brig Antoinette, Maravich, from Constantinople, 150 days out, put in in distress and rode out the gale in the Bay; 24th, she took shelter under the Breakwater, leaking badly; was supplied with provisions by the U. S. cutter Gallatin. The W. has on board 12 mutineers of the ship Rochester, and the crew of the brig Grecian, ashore on Cape Henlopen. By the wind guage at the Breakwater, the late gale has been more severe than any for the last eight years.

REFLECTING CIRCLE FOR SALE.

For further information, enquire of the editor.
Jan. 2—3t

ARMY AND NAVY CHRONICLE.

A complete file for the years 1833, 1837, 1838 and 1839, may be had at HALF PRICE, \$10 for the four years, in current money, free of postage. The accumulation of extra numbers requiring more room than can be conveniently spared, induces us to offer them at these low rates. Postage, under 100 miles, 52 cents per year—over 100 miles, 78 cents per year.

Jan. 2—1t

NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases, in Philadelphia, to furnish the following materials and articles for the United States Army, for the year 1840, viz:

Blue cloth, 6-4 wide, died in indigo and in the wool.

Sky-blue twilled cloth, 6-4 wide.

Unbleached cotton shirting, 7-8 wide.

Flannel of cotton and wool, 7-8 wide.

Canton flannel, 3-4 wide.

Unbleached cotton drilling, 3-4 and 7-8 wide.

Bleached do 3-4 wide.

Uniform caps, for Dragoons, Artillery, and Infantry.

Pompons for Artillery and Infantry.

Hair plumes for Dragoons.

Bands and tassels do

Aiguillettes for Artillery and Infantry.

Worsted sashes, crimson and yellow.

Shoulder straps, for Artillery and Infantry.

do brass, for Dragoons.

Epaulettes, N. C. Staff, Artillery and Infantry.

Forage caps, new pattern.

Laced boots, pairs.

Woollen half stockings.

Leather stocks.

Blankets, 6½ feet long, 5 feet wide, weight 4 lbs.

Horse blankets, blue, 6 feet long, 5½ wide, weight 4 lbs.

Metal Cap Equipments for Dragoons, Artillery and Infantry.

Buttons, coat and vest, for do do do

Do U. S. large and small, yellow and white.

Do for shirts and suspenders.

Felling Axes.

Hatchets.

Spades.

Worsted Binding and Cord of all kinds.

[The quantity and number of these articles will be determined hereafter.]

Casks and Cooperage, for one year from April next.

Saddles complete for Dragoons.

Bridles with martingales.

Saddle-bags.

Spurs, and

Leather halters.

The whole are to be of domestic manufactured materials. Patterns of all the required woollen and cotton cloths and articles, are deposited in the Commissary General's Office, in this city, for examination. Samples of any of the woollen and cotton cloths will be sent to any manufacturer on application to this office, by mail, and such information given as may be desired. The Boots are to be of eight sizes, and the Caps of five sizes. The sizes and proportions of sizes will be stated in the Contracts. On the samples and patterns exhibited, the contracts will be founded, and inspections made, and no article will be received that is inferior in the material or workmanship to, or that does not correspond in every respect with, the pattern on which a contract is founded.

The supplies are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly portions, and the contracts are to be fulfilled on or before the first day of July, 1840.

The proposals must be in writing, sealed, and endorsed "Proposals," and must reach the office of the Commissary General of Purchases on or before the 7th day of January, 1840. Security will be required for the fulfilment of contracts.

COMMISSARY GENERAL'S OFFICE,

Philadelphia, Dec. 7, 1839.

Dec. 12—td

NAVY SLOP CLOTHING.

NAVY COMMISSIONERS' OFFICE, Dec. 21, 1839.

IN consequence of the samples not having reached all the yards, by which those wishing to furnish Slop Clothing for 1840 are to be governed in making their offers, the time for receiving proposals, as required by the advertisement of the 3d, is extended to 10 o'clock A. M. of Friday, 3d of January next, until which time none of the offers which have been received will be opened.

Dec. 26—td

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point), would respectfully beg leave to state to the officers of the above corps, that he has received from Washington City a copy of the new regulations, together with the drawing of the Topographical uniforms; and all orders for the same will be punctually attended to, and forwarded with despatch.

N. B. Embroidered Engineer belts, and all Military equipments furnished as usual, at 168 Pearl street, New York City.
July 18—tf

MILITARY LAW OF THE UNITED STATES.

SECOND EDITION.

THE above work was compiled by Col. TRUMAN CROSS, of the U. S. Army, and contains all the laws in relation to the Army, Marine Corps, Militia, and Volunteers, from 1774 to 1838. Orders for the work, addressed, post paid, to GEORGE TEMPLEMAN, the publisher, Washington City, will be promptly attended to.

Nov. 14—3m